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APR 08 2010

Docket No. F-9183

Ser. No. 10/588,355

AMENDMENTS TO THE SPECIFICATION:

Please amend the indicated paragraphs of the specification in accordance with the amendments indicated below.

Page 11: Line 17, please insert the following as a new paragraph
after the text, “. . . be modified to take various contours,”
and *before* the paragraph beginning, “Fig. 1(b)” :

As shown in Fig. 1(a), the ornamental wall D is arranged on a side opposite to a tire-mounting side of the outer rim 1; and the ornamental wall D bridges from a first juncture (J1), which is between a first extension (E1) from a tire-mounting-side contour (BTC) of the bead seat B and the exterior contour of the rim, to a second juncture (J2) that is between a second extension (E2) from a tire-mounting-side contour (STC) of the slope wall S and the exterior contour of the rim.

Page 14: Line 5, please replace the paragraph beginning, “In view of the above,” with the following :

In view of the above, typical conventional shaping of a rim of wheel by a casting technique, which shaping has been adopted by automobile makers, is adopted as a basic shaping, or as an imaginary solid rim, as shown in Fig. 3.

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For each of the tubular shaping constructions from this, ratios of the aerial size of the cross section and the geometrical moments of inertia with regard to the basic shaping 3-1, or the imaginary solid rim, are calculated and shown in the Fig. 3. As shown in Fig. 3, the imaginary solid rim here is defined by the first and second junctures J1 and J2. The casted wheel is inferior to the forged wheel in view of compression and tensile strengths of the light alloy material. In view of difficulty in completely eliminating failures in crystal structures and of gas bubbles and also in view of requirement imposed by the automobile maker, thickness of rim wall 1a is designed to be large. Thus, cross sectional area of the rim wall 1a becomes about 1.5 time of that of the forged one.